

CLASSIFICATION SECRETCOUNTRY East Germany REPORT 616799 25X1TOPIC Schoenefeld AirfieldEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 12 February 1954REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS

This is UNEVALUATED Information

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1. In the summer of 1953 the section of the 25X1Neukoelln-Littenwiede railroad line passing along Schoenefeld airfield was removed and the railroad station west of Schoenefeld was no longer in operation. The spur track which formerly extended from this railroad station to the airfield was also dismantled, as well as the streetcar rails north of the field which had extended from the sector boundary to Schoenefeld. The earthworks of the streetcar line was utilized for the construction of a new railroad station along the new railroad line north of the field.¹ 25X12. The custom house and ticket office for civilian air traffic were housed in building No 56 at the field. The firing ranges and the small woods at the southwestern end of the long runway had been cleared and leveled in 1948. No ammunition dump or buildings under construction were observed at the field.² 25X13. only 16 German workers were employed at the field on 23 November 1953.4. 25X1

5. The following air activity and aircraft were observed at the field between 11 and 24 January:

11 January. Four biplanes and 2 Li-2s were observed in the northeastern corner of the field and 6 Li-2s in the northwestern section. Before 9:30 a.m., air activity started by Li-2s which remained aloft at low altitudes for about 10 minutes. There was a scattered cloud base and good visibility. After each landing, the three-man crew was exchanged. Air activity still continued at noon.

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23 January. Around noon, a twin-engine aircraft landed at the field. After

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some time, two additional landings were made and about 1 p.m. 3 twin-engine aircraft were observed landing at intervals of 3 to 5 minutes. Two additional individual landings were performed somewhat later.

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Soviet stars. [redacted] two aircraft [redacted] had the lower part of their rudder assemblies painted red. Between 10:30 a.m. and 1:30 p.m., officer sentries guarded the flying lane. The air force soldiers coming from Diepensee did not cross the field but went along the field border to the northern section. [redacted] the aircraft which were observed landing at the field carried members of the Soviet delegation for the Big Four conference. Before the aircraft landed at the field, 14 twin-engine aircraft and 4 biplanes had been counted there.

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24 January. The twin-engine aircraft which had landed at the field on the preceding day were no longer seen there between 10 a.m. and noon. There was sunny and fair weather. Seven twin-engine aircraft with [redacted] white-bordered Soviet stars on the rudder assemblies and fuselages were observed landing. The aircraft were apparently not stationed at the field.²

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6. On 11 January, a special vehicle [redacted] which appeared to be a tank truck, was observed at the field. The vehicle had a container-like superstructure from the top of which a pipe, about 1 meter long, projected.

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7. [redacted]

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11. [redacted] Comment. The information on changes in the railroad trackage is correct. These changes are connected with the establishment of the Berlin south ring.

2. [redacted] Comment. Schoenefeld airfield is occupied by a transport regiment equipped with 10 to 12 Li-2s and a transport and courier squadron of the GOFG with about 8 Li-2s. The airfield is also used by governmental aircraft of the USSR and commercial aircraft of the Satellite countries. The Li-2s which landed at Schoenefeld on 23 and 24 January with members of the Soviet delegation to the Berlin conference aboard has fairly well been established.

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